PART 3 - AERODROME

RCSS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

RCSS - 臺北/松山 TAIPEI/SONGSHAN

RCSS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	機場之參考點 位置 ARP coordinates and site at AD	250411N 1213309E CENTER POINT of RWY 10/28
2	與城市之距離方向 Direction and distance from (city)	2.6NM (4.8KM) NORTHEAST of TAIPEI
3	機場標高/參考溫度 Elevation/Reference temperature	18 FT / 35° C
4	機場標高位置之大地基準面起伏 Geoid undulation at AD ELEV PSN	67 FT
5	磁差/每年改變率 MAG VAR/Annual change	5° W (2018)/0.09° W
6	機場管理單位，郵寄地址，電話號碼，傳真，電傳， 航空固定通信服務地址代字 AD Administration, address, telephone, telefax, telex, AFS	臺北國際航空站 TAIPEI INTERNATIONAL AIRPORT OFFICE 臺北市敦化北路340-9號松山機場 340-9 Dunha North Road, Taipei, Taiwan, R.O.C. Tel: 886-2-87703442-3 Fax: 886-2-87703542-3 AFS: RCSSYDYX Website: www.tsa.gov.tw
7	許可飛航類別 (IFR/VFR) Types of traffic permitted (IFR/VFR)	IFR/VFR
8	備註 Remarks	NIL

RCSS AD 2.3 OPERATIONAL HOURS

1	機場管理單位 AD Administration	2200-1500 (UTC)
2	海關及證照查驗 Customs and immigration	2100-1500 (UTC)
3	衛生及檢疫 Health and sanitation	2100-1500 (UTC)
4	飛航諮詢 AIS Briefing Office	2100-1600 (UTC)
5	飛航計畫服務 ATS Reporting Office (ARO)	2100-1600 (UTC)
6	氣象諮詢 MET Briefing Office	H24
7	飛航服務 ATS	2200-1500 (UTC)
8	航空燃油加油服務 Fuelling	2100-1500 (UTC)
9	機場勤務 Handling	2100-1500 (UTC)
10	安檢單位 Security	2100-1500 (UTC)
11	除冰服務 De-icing	NIL
12	備註 Remarks	1. 飛航諮詢與航管將視航情需要，彈性增加服務時間。 2. 使用松山機場起降之國際線商務專機及自用航空器，其飛航組員及乘客須由商務中心辦理通關作業。

		1. AIS Briefing Office/ATS operational hours will be lengthened to meet operations. 2. Passengers and flight crew of international business charter or private aircraft departing or landing Taipei/Songshan Airport shall clear custom clearance at Business Aviation center.

RCSS AD 2.4 HANDLING SERVICES AND FACILITIES

1	貨物裝卸設備 Cargo-handling facilities	Trucks, forklifts, baggage trucks, etc.
2	燃油/滑油型式 Fuel/oil types	Fuel: Jet-A1 Oil: Not available
3	加油設備/能力 Fuelling facilities/capacity	No limitation
4	除雪設備 De-icing facilities	NIL
5	來機可用之廠棚 Hangar space for visiting aircraft	Limited
6	來機之修護裝備 Repair facilities for visiting aircraft	Minor repair for all types of aircraft.
7	備註 Remarks	NIL

RCSS AD 2.5 PASSENGER FACILITIES

1	住宿設備 Hotels	Unlimited in Taipei City

2	膳食供應 Restaurants	Limited in the airport
3	聯外交通 Transportation	Taxies, City buses and Highway buses, MRT
4	醫療設備 Medical facilities	1 ambulance, first aid treatment, 1 nursing station
5	銀行及郵局 Bank and Post Office	Two banks, ATM available One post office
6	觀光局 Tourist Office	Tourist information center
7	備註 Remarks	NIL

RCSS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	機場消防等級 AD category for fire fighting	CAT 9
2	救援裝備 Rescue equipment	3000 gallon foam fire engine x 4, 1500 gallon foam fire engine x 1, equipped in accordance with CAT 9.
3	故障航空器之移離能量 Capability for removal of disabled aircraft	Three 40T Air Bags, three 25T Dollies. Fuselage lifting sling x 1(MAX 35T lifting capability)
4	備註 Remarks	無跑道鋪設泡沫之設施 No facilities for foaming of runways.

RCSS AD 2.7 SEASONAL AVAILABILITY-CLEARING

1	清除裝備類型 Types of clearing equipment	NIL
2	清除優先順序	NIL

	Clearance priorities	
3	備註 Remarks	NIL

RCSS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 停機坪之鋪面與強度

Apron surface and strength

名稱 **Designator**	鋪面 **Surface**	強度 **Strength**
APRON 1 (A1, A3, A5)	CONC	PCN 67/R/C/W/T
APRON 1 (A2, A4, A6)	CONC	PCN 88/R/B/W/T
APRON 1 (Bay 4-8)	CONC	PCN 88/R/B/W/T
APRON 1 (Bay 9-12)	CONC	PCN 81/R/B/W/T
APRON 1 (Bay 3A, 3B, 3)	CONC	PCN 67/R/C/W/T
APRON 2	CONC	PCN 66/R/B/W/T
APRON 3	CONC	PCN 62/R/B/W/T

2 滑行道之寬度，鋪面類型及強度

Taxiway width, surface and strength

名稱 **Designator**	寬度 **Width**	鋪面 **Surface**	強度 **Strength**
A	23 M	CONC	PCN 55/R/B/W/U
B	23 M	CONC	PCN 55/R/B/W/U
CC	23 M	CONC+ASPH	PCN 86/R/C/W/T
D	23 M	CONC	PCN 55/R/B/W/U
E (BTN CC-E1)	23 M	CONC	PCN 88/R/B/W/T
E (BTN E1-THR28)	23 M	CONC	PCN 86/R/B/W/T
E1	29 M	CONC	PCN 88/R/B/W/T
EH	23 M	CONC+ASPH	PCN 67/R/C/W/T
N1	30 M	CONC	PCN 66/R/B/W/T
Taxilane N2	30 M	CONC	PCN 68/R/B/W/T
Taxilane S1	30 M	CONC	PCN 88/R/B/W/T
W (BTN THR10-WH)	23 M	CONC	PCN 82/R/B/W/T

		名稱 **Designator**	寬度 **Width**	鋪面 **Surface**	強度 **Strength**
3	高度表校正地點及標高 Altimeter checkpoint location and elevation	Location: at Apron Elevation: 14FT (BTN WH-CC)	23 M	CONC	PCN 88/R/B/W/T
		WH	23 M	CONC+ASPH	PCN 99/R/D/W/T
4	VOR 校對點 VOR checkpoints	VOR: NIL			

5	INS 校對點 INS checkpoints	停機位編號 **Bay Number**	經緯度 **Coordinates**	最大機型 **MAX ACFT Type**
		A1	250357.05N 1213325.89E	B738
		A2	250356.03N 1213321.48E	B738
		A3	250355.77N 1213326.24E	B738
		A4	250354.76N 1213321.83E	B738
		A5	250354.49N 1213326.60E	B738
		A6	250353.48N 1213322.17E	B738
		10	250353.06N 1213301.81E	B738
		11	250352.98N 1213300.36E	B738
		12	250353.30N 1213258.99E	ATR72
		21	250359.84N 1213304.05E	B738
		22	250359.77N 1213302.47E	B738
		23	250359.72N 1213300.84E	B738
		24	250359.68N 1213259.22E	B738
		25	250359.64N 1213257.60E	B738
		26	250359.62N 1213255.44E	MD90
		27	250359.58N 1213253.99E	MD90
		28	250359.55N 1213252.55E	B738
		3	250354.00N 1213319.80E	A333
		3A	250354.00N 1213320.50E	ATR72
		3B	250353.67N 1213319.10E	ATR72

停機位編號 **Bay Number**	經緯度 **Coordinates**	最大機型 **MAX ACFT Type**
31	250400.70N 1213303.31E	ATR72
32	250400.66N 1213301.86E	ATR72
33	250400.63N 1213300.42E	ATR72
34	250400.59N 1213258.97E	ATR72
35	250400.55N 1213257.53E	ATR72
36	250400.49N 1213255.41E	ATR72
37	250400.46N 1213253.96E	ATR72
38	250400.67N 1213252.65E	ATR72
4	250353.20N 1213314.93E	B772
41	250404.73N 1213303.26E	ATR72
42	250404.69N 1213302.07E	ATR72
43	250404.66N 1213300.87E	ATR72
44	250404.63N 1213259.68E	ATR72
45	250404.60N 1213258.48E	ATR72
46	250404.57N 1213257.29E	ATR72
47	250404.96N 1213255.18E	MD90
48	250404.93N 1213253.85E	MD90
5	250352.87N 1213312.79E	B772
51	250403.45N 1213249.37E	NIL
52	250402.54N 1213249.39E	NIL
53	250401.45N 1213248.87E	NIL
54	250400.97N 1213247.70E	NIL
55	250401.39N 1213246.51E	NIL
56	250402.45N 1213245.92E	NIL
57	250403.36N 1213245.89E	NIL
6	250352.77N 1213310.34E	B772

		停機位編號 **Bay Number**	經緯度 **Coordinates**	最大機型 **MAX ACFT Type**
		7	250352.71N 1213307.87E	B772
		71	250400.39N 1213316.17E	E190
		72	250400.22N 1213314.55E	B752
		73	250400.39N 1213312.54E	B772
		74	250400.46N 1213309.89E	B772
		8	250352.69N 1213305.64E	A321
		86	250401.36N 1213315.10E	A321
		87	250401.42N 1213313.46E	A321
		88	250401.47N 1213311.92E	A321
		89	250401.53N 1213310.36E	A321
		9	250352.94N 1213303.83E	A333
		90	250401.57N 1213308.81E	A321
6	備註 Remarks	1. A、B、D滑行道僅供軍機進出軍方停機坪使用。 2. N2及S1滑行路徑僅限翼展36公尺(不含)以下之航空器滑行使用。 1. TWY A, B, D are only for military ACFT taxiing in/out military apron. 2. Taxilane N2 and S1 are for ACFT wingspan up to but not including 36M.		

RCSS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	停機位編號指示牌，滑行引導線，目視停靠導引系統 Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and at all holding positions. RWY holding position, TWY holding position, Center line, and side stripe, marked and lighted. Guide lines at aprons. Nose-in guidance at aircraft stands.

2	跑道、滑行道標線及燈光 RWY and TWY markings and LGT	RWY: Designation, THR, TDZ, center line, RWY distance remaining sign, side stripe, edge and runway end as appropriate, marked and lighted. TWY: RWY holding position, TWY holding position, Center line, and side stripe, marked and lighted.
3	停止線燈 Stop bars	NIL
4	備註 Remarks	NIL

1 VISUAL DOCKING GUIDANCE SYSTEM--SAFEDOCK

Installed at Parking Bay NR 4 to 11.

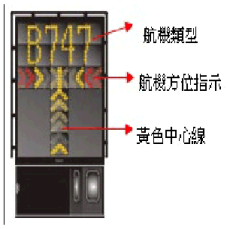
1. 系統介紹
Description of System

a. 航機自動導引停靠系統SAFEDOCK使用雷射掃描技術來追蹤飛機的橫向和縱向位置。

b. 在LED顯示板顯示方位導引、距停止線的距離、和機型等必須的訊息，以便正副駕駛員都清晰可見。

c. 本系統運作於自動導引模式，如系統螢幕出現下列錯誤訊息，在錯誤訊息尚未排除前若沒有人員引導，駕駛員不可繼續滑行：

- STOP ID FAIL （機型比對錯誤）
- WAIT GATE BLOCK (導引系統掃描停機位時被不明物體阻擋)
- WAIT VIEW BLOCK (導引系統掃描視窗被不明物體阻礙)
- STOP SBU (SBU safety back-up 錯誤!需安全支援)
- ERROR (系統錯誤)
- STOP TOO FAST (航機滑行速度超過系統判別速度)
- 系統螢幕變黑(系統故障或電源中斷)

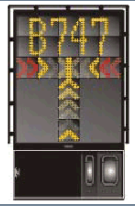
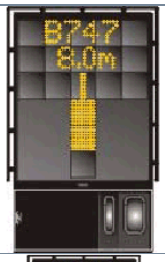


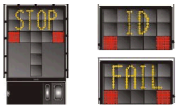
a. SAFEDOCK is based on a laser scanning technique and it tracks both the lateral and longitudinal position of the aircraft.

b. All necessary information, such as azimuth guidance, distance to stop line, aircraft type etc., is shown on a LED display that is clearly visible for both pilot and co-pilot.

c. SAFEDOCK is a fully automatic aircraft docking guidance system. When any of the following messages is displayed, pilot should stop the aircraft immediately if there is no manual guidance while problem exists.

- "STOP ID FAIL" (aircraft verification fails)
- "WAIT GATE BLOCK" (an object is found blocking the view from the Docking Guidance System to the planned stop position for the aircraft)
- "WAIT VIEW BLOCK" (the view towards the approaching aircraft is hindered for instance by unverified object)

◦ "STOP SBU" (a safety back-up must be used for docking guidance) ◦ "ERROR" (a system error occurs) ◦ "STOP TOO FAST" (the speed of the approaching aircraft is higher than the docking system can handle) ◦ The display goes black due to system breakdown or power failure during the docking process	
2. 系統自動導引程序 **Docking Procedures**	
a. 檢查航機機型是否和顯示機型相符合。依照導引線向前滑行。 Check the correct aircraft type is displayed. Follow the lead-in line.	
b. 當航機被雷射掃描鎖定後，流動的箭頭將被如右圖所示黃色模擬中心線所代替。紅色閃爍的箭頭表示航機須調整的方向，如右圖所示須向右側調整。黃色垂直的箭頭表示航機位置距中心線左側之相對距離，如右圖所示航機在距中心線左側較遠的位置。 When the aircraft has been caught by the laser, the flashing arrow is replaced by the yellow centre line indicator. A flashing red arrow indicates which direction to turn while the vertical yellow arrow shows how far the aircraft is off the centre line. Take the figure for example, the aircraft is at the far left side of the centre line.	
c. 當航機滑行至距停止線30M，導引系統開始數位倒數接近度顯示。當航機滑行至距停止線20M，導引系統開始以黃色模擬中心線改變來顯示停止線接近度，當模擬中心線最後一行熄滅時，航機距停止線只剩0.5M。 Display of digital countdown will start when the aircraft is 30M from stop line. When the aircraft is less than 20M from the stop line, the closing rate is indicated by turning off one row of the centre line symbol. Thus, when the last rows turned off, 0.5M remains to stop line.	
d. 航機準確滑行在中心線上，則不會顯示任何方向箭頭，航機繼續往停止線方向前進。如圖所示，航機距離停止線8M。 The absence of any direction arrow indicates the aircraft is on the centre line. Aircraft shall go forward toward stop line. Take the figure for example, the aircraft is 8M from the stop line.	
e. 如果航機的滑行速度超過導引系統設定限制的速度上限，導引系統將顯示"SLOW"(減速)訊息，向駕駛員提供示警。 If the aircraft is approaching faster than the accepted speed, the system will show "SLOW" as a warning to the pilot.	
f. 當航機到達正確停止位置時，導引系統將顯示如圖紅色"STOP"(停止)訊息和紅色方塊圖示。當按下緊急按鈕時，導引系統亦將顯示紅色"STOP"。 When the correct stopped position is reached, the display will show "STOP" and red lights will be lit. Also, when the emergency stop button is pressed, "STOP" is displayed.	

g. 當航機停靠完成，導引系統將顯示"OK"訊息。 When the aircraft has parked, "OK" will be displayed.	
h. 當地面工作人員在前鼻輪放妥輪檔並在現場操作盤按下"CHOCK ON"按鈕時，導引系統將顯示"CHOCK ON"。 "CHOCK ON" will be displayed when the ground staff has put the chocks in front of the nose wheel and pressed the "Chock on" button on the Operator Panel.	
3. 安全警示訊息 **Fault Messages and Safety Procedures**	
a. 航機滑行超過停止線，導引系統將顯示"TOO FAR"訊息。 If the aircraft has overshot the stop line, "TOO FAR" will be displayed.	
b. 當航機滑行接近停止線，導引系統暫時丟失了已鎖定的航機，或是在能見度降低時，導引系統顯示"SLOW"訊息。駕駛員不可繼續滑行，直到"SLOW"訊息被停止線接近度顯示器所取代。 The display will show "SLOW" if the aircraft is lost during docking or visibility for Docking Guidance System is reduced. The pilot must not proceed beyond the bridge, unless the closing rate bar is shown.	
c. 航機以超過系統可以處理的速度滑行，導引系統將顯示紅色"STOP"和"TOO FAST"訊息，必須重新啟動導引系統或由人員引導完成停靠程序。 If the aircraft approaches with a speed higher than the docking system can handle, the message "STOP" and "TOO FAST" will be displayed together with red squares. The docking system must be re-started or the docking procedure completed by manual guidance.	
d. 當航機滑行進入停機位時，系統比對機型錯誤時，則導引系統將顯示"STOP"和"ID FAIL"訊息。 If aircraft verification is not made before stop position, the display will show "STOP" and "ID FAIL".	

RCSS AD 2.10 AERODROME OBSTACLES

起降航道區障礙物 In approach/TKOF areas			備註 Remarks
跑道名稱/影響區域 RWY NR/Area affected	障礙物種類、標高、標示/障礙燈 Obstacle type, Elevation, Markings/LGT	經緯度 Coordinates	
a	b	c	
10APCH/28TKOF	Building 29FT	250409.90N 1213218.00E	
	Lightning rod 205FT	250415.13N 1213034.62E	
	Lightning rod 267FT	250402.42N 1213015.33E	
	Lightning rod 293FT	250401.02N 1213011.05E	

起降航道區障礙物 In approach/TKOF areas			備註 Remarks
跑道名稱/影響區域 RWY NR/Area affected	障礙物種類、標高、標示/障礙燈 Obstacle type, Elevation, Markings/LGT	經緯度 Coordinates	
a	b	c	
	Tree 57FT	250415.71N 1213215.49E	
	Tree 67FT	250410.00N 1213212.75E	
	Tree 62FT	250415.92N 1213203.82E	
	Tree 74FT	250414.94N 1213157.05E	
	Lightning rod 95FT	250417.38N 1213144.56E	
	Tree 157FT	250423.80N 1213117.50E	
	Lightning rod 164FT	250422.75N 1213107.31E	
	Lightning rod 175FT	250410.93N 1213050.83E	
28APCH/10TKOF	Camera 35FT	250406.09N 1213404.96E	
	Transmission tower 316FT	250355.76N 1213607.78E	
	Transmission tower 344FT	250357.42N 1213622.40E	
	Lightning rod 470FT	250428.19N 1213814.46E	
	Building 624FT	250343.95N 1213856.33E	
	Tree 42FT	250410.72N 1213407.19E	
	Bridge 58FT	250403.23N 1213419.87E	
	Spotlight 94FT	250409.90N 1213429.89E	
	Lightning rod 103FT	250402.25N 1213433.12E	
	Lightning rod 104FT	250404.01N 1213440.10E	
	Lightning rod 135FT	250403.25N 1213447.92E	
	Lightning rod 207FT	250412.73N 1213533.23E	
	Lightning rod 240FT	250413.65N 1213552.14E	

Note: Please contact Air Traffic Services Division, Civil Aeronautics Administration for Aerodrome Obstacle Chart-Type B and related obstacle information.
TEL: 886-2-23496118
e-mail: ais@mail.caa.gov.tw

RCSS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	相關氣象單位 Associated MET Office	松山航空氣象臺 Songshan Aeronautical Weather Station
2	作業時間 作業時間外負責之氣象單位 Hours of service MET Office outside hours	H24
3	機場氣象預報負責單位 有效時間	臺北航空氣象中心 Taipei Aeronautical Meteorological Center 24HR

	Office responsible for TAF preparation Period of validity	
4	趨勢預報 發布間隔 Trend forecast Interval of issuance	TREND 2-hour validity/half hourly (during 16:00-22:00UTC, interval of issuance is hourly)
5	簡報/諮詢方式 Briefing/consultation provided	Self briefing, Personal briefing and consultation, Telephone
6	飛航文件之資料型態使用語言 Flight documentation Language(s) used	TAF, METAR, SPECI, Charts Chinese, English
7	供簡報或諮詢之氣象圖或其他資訊 Charts and other information available for briefing or consultation	Surface Wx Chart, Upper Level Wx Chart, SigWx Prog Chart, Upper Level Wx Prog Chart
8	輔助裝備 Supplementary equipment available for providing information	LLWAS(including wind speed/direction sensor(12)), AWOS(including wind measuring system(2), RVR(2), Ceilometer(2), Thermograph(2), Pressure sensor(2) and Precipitation detection(2)), Lighted Wind direction indicator, JMDS(JAVA-based Multi-dimensional Display System), Doppler weather radar display system.
9	收受氣象資料之飛航服務單位 ATS units provided with information	松山機場管制臺, 臺北近場管制塔臺, 臺北飛航諮詢臺 Songshan TWR, Taipei APP, Taipei FIS
10	其他資訊 (服務限制等) Additional information (limitation of service, etc.)	NIL

RCSS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

跑道名稱 **Designations RWY**	真方位 **TRUE BRG**	跑道範圍(公尺) **Dimension of RWY (M)**	跑道與緩衝區之強度與鋪面 **Strength (PCN) and surface of RWY and SWY**	跑道頭經緯度 跑道末端經緯度 大地基準面起伏 **THR coordinates RWY end coordinates THR geoid undulation**	跑道頭標高及精確進場跑道之著陸區最高點標高 **THR elevation and highest elevation of TDZ of precision APP RWY**
1	**2**	**3**	**4**	**5**	**6**
10	092.22	2605 x 60	PCN 85/F/C/X/T CONC+ASPH SWY: NIL	250412.18N 1213222.64E 250408.89N 1213355.53E GUND: 67 FT	THR: 13 FT TDZ: 13 FT
28	272.24	2605 x 60	PCN 85/F/C/X/T CONC+ASPH SWY: NIL	250408.89N 1213355.53E 250412.18N 1213222.64E GUND: 67 FT	THR: 14 FT TDZ: 17 FT

跑道名稱 **Designations RWY**	跑道及緩衝區之坡度 **Slope OF RWY and SWY**	緩衝區範圍(公尺) **SWY dimensions (M)**	清除區範圍(公尺) **CWY dimensions (M)**	跑道地帶範圍(公尺) **Strip dimensions (M)**	障礙物淨空區 **OFZ**
1	**7**	**8**	**9**	**10**	**11**
10	+0.3%	51 x 60	NIL	2776 x 283	Available
28	NIL	NIL	NIL	2776 x 283	NIL

跑道名稱 **Designations RWY**	備註 **Remarks**
1	**12**
10	1. 跑道中心線以北最小距離約133M。 2. 10跑道頭前(28跑道末端)跑道端安全區為51 x 150M。 1. The shortest distance is about 133M north from runway center line. 2. RESA of THR 10 (RWY 28 end): 51 x 150M.
28	自28跑道頭前(10跑道末端)往東111M處，設有長122.2M，寬69.1M之EMAS (Engineering Material Arresting System)。

跑道名稱 Designations RWY	備註 Remarks
1	12
	EMAS(Engineering Material Arresting System, 122.2 x 69.1M) is installed at 111M east of THR 28 (RWY 10 end).

RCSS AD 2.13 DECLARED DISTANCES

跑道名稱 RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	備註 Remarks
1	2	3	4	5	6
10	2605	2605	2656	2605	NIL
28	2605	2605	2605	2605	NIL

INTERSECTION TAKE-OFF					
跑道名稱 RWY Designator	TWY	TORA (M)	TODA (M)	ASDA (M)	備註 Remarks
10	WH	1630	1630	1681	Intersection Departure from Taxiway WH 1
28	E1	1850	1850	1850	NIL
	EH	1400	1400	1400	NIL

RCSS AD 2.14 APPROACH AND RUNWAY LIGHTING

跑道名稱 **RWY Designator**	進場燈型式、長度、強度 **APCH LGT type LEN INTST**	跑道頭燈顏色、有無翼排燈 **THR LGT colour WBAR**	目視進場滑降指示燈(最低眼高) **PAPI** **VASIS (MEHT) PAPI**	著陸區燈長度 **TDZ, LGT LEN**	跑道中心線燈總長度、間距、顏色、強度 **RWY Centre Line LGT Length, spacing, colour, INTST**	跑道邊燈總長度、間距、顏色、強度 **RWY edge LGT LEN, spacing colour INTST**	跑道末端燈顏色、有無翼排燈 **RWY End LGT colour WBAR**	緩衝區燈長度、顏色 **SWY LGT LEN (M) colour**
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
10	SSALR 720 M LIH	Green WBAR	PAPI LEFT/3° (65.15 FT)	NIL	2605M, 30M, White, White/Red, Red LIH	2605M, 60M, White,Yellow, LIH	Red No WBAR	51M Red Uni-dir
28	RTIL White Uni-dir.	Green WBAR	PAPI LEFT/3° (64.5 FT)	NIL	2605M, 30M, White, White/Red, Red LIH	2605M, 60M, White, Yellow, LIH	Red No WBAR	NIL

跑道名稱 **RWY Designator**	備註 **Remarks**
1	**10**
10	NIL
28	NIL

RCSS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	機場標燈 /識別標燈之位置, 特性及開放時間 ABN/IBN location, characteristics and hours of operation	ABN: White/Green, every 4 sec. HN or IMC when air traffic control services are provided.
2	降落方向指示器位置及燈光 風向風速計位置及燈光	LDI: NIL Anemometer: On each runway end. LGTD.

	LDI location and LGT Anemometer location and LGT	
3	滑行道邊燈與中心線燈 TWY edge and centre line lighting	TWY edge light: Blue TWY centerline lights: TWY E, E1, EH, WH, W, N1 and CC RWY guard lights
4	備用電源 /切換時間 Secondary power supply/switch-over time	Within 1 sec: REDL, RENL, RTHL Within 15 sec: Other LGT
5	備註 Remarks	NIL

RCSS AD 2.16 HELICOPTER LANDING AREA

1	起降區中心或最後進離場區跑道頭之經緯度大地基準面起伏 Coordinates TLOF or THR of FATO Geoid undulation	250405.02N 1213247.58E
2	起降區及最後進離場區之標高 TLOF and/or FATO elevation M/FT	12 FT
3	起降區及最後進離場區之範圍、鋪面、強度、標線 TLOF and FATO area dimensions, surface, strength, marking	650PSI
4	進場及起飛區之真方位 True BRG of FATO	NIL
5	公布距離 Declared distance available	24M
6	進場及最後進離場區之燈光 APP and FATO lighting	Perimeter lights

7	備註 Remarks	夜用風向指示器、滑行道邊燈。 Lighted wind direction indicator, TWY edge light.

RCSS AD 2.17 ATS AIRSPACE

1	空域名稱及水平範圍 Designation and lateral limits	臺北 / 松山機場 TAIPEI/SONGSHAN AERODROME
2	空域上下限 Vertical limits	2500FT MSL
3	空域類別 Airspace classification	Aerodrome traffic circuit. Located in Songshan Class C Airspace.
4	航管單位呼號 使用語言 ATS unit call sign Language(s)	SONGSHAN TWR Chinese, English
5	轉換飛行高度 Transition altitude	11000FT
6	備註 Remarks	1. 臺北近場管制塔臺負責此空域內所有航空器之管制。 2. 於目視天氣情況時，松山塔臺負責機場航線上航空器活動之管制。 3. 固定翼航空器不得實施目視進場、特種目視飛航及機場航線。 4. 松山機場使用南航線。 1. ATC services are provided to all aircraft by TAIPEI APPROACH in this area. 2. SONGSHAN TOWER provides services to aircraft within the aerodrome traffic pattern under VMC. 3. Visual approach, special VFR and traffic pattern operations are prohibited for fix-wing aircraft. 4. South traffic pattern is used for SONGSHAN AD.

RCSS AD 2.18 ATS COMMUNICATION FACILITIES

任務 **Service designation**	呼號 **Call sign**	頻率 **Frequency**	作業時間 **Hours of operation**	備註 **Remarks**
1	**2**	**3**	**4**	**5**
ATIS	SONGSHAN AIRPORT	127.40 MHZ	2200-1500 (UTC)	Data-link D-ATIS AVBL
		341.00 MHZ		Data-link D-ATIS AVBL

任務 **Service designation**	呼號 **Call sign**	頻率 **Frequency**	作業時間 **Hours of operation**	備註 **Remarks**
1	**2**	**3**	**4**	**5**
EMERG	As appropriate	121.50 MHZ	H24	Emergency
		243.00 MHZ		Emergency
TWR	SONGSHAN GROUND	121.20 MHZ	2200-1500 (UTC)	許可頒發；地面管制備用頻率 Clearance delivery; ground control alternate frequency
		121.90 MHZ		地面管制 Ground control
	SONGSHAN TOWER	118.10 MHZ		機場管制 Tower control
		126.30 MHZ		直昇機專用；機場管制備用頻率 Helicopter; tower control alternate frequency
		236.60 MHZ		機場管制 Tower control
		275.80 MHZ		機場管制 Tower control

RCSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

設施類別、磁差、ILS/MLS類別 (VOR/ILS/MLS磁偏角) **Type of aid MAG VAR CAT of ILS/MLS (for VOR/ILS/MLS, give declination)**	識別 **ID**	頻率 **Frequency**	作業時間 **Hours of operation**	電臺發射天線位置 **Site of transmitting antenna coordinates**	**DME** 天線標高 **Elevation of DME transmitting antenna**	備 註 **Remarks**
1	**2**	**3**	**4**	**5**	**6**	**7**
LOC 10 ILS	ITSG	108.90 MHZ	H24	250408.6N 1213404.6E		前航道區角：4.2°，因受機場北

						面地形影響，航道中心線左側25°以外不能使用(建議駕駛員飛至TAZAN定位點再攔截ILS信號進場)。 Front course sector angle: 4.2°, Unusable beyond 25° left of course center line due to terrain. (Pilots are advised to fly to TAZAN DME fix first and thence establish on RWY 10 ILS)
GP 10 ILS		329.30 MHZ	H24	250415.7N 1213235.5E		滑降角3°，RDH 55FT。 因受機場外建物、路樹等障礙物影響，訊號超過航道中心線左側6°以外不能使用，及訊號位於ITSG 1.5D至0.6D間訊號不穩定，但均符合飛測容差。 Angle 3°, RDH 55FT. Due to obstacles,

						the signals beyond 6°left of center line course are unusable and the signals between ITSG 1.5D and 0.6D are unstable, but within the flight checking tolerance.
DME 10 ILS	ITSG	(CH26X)	H24	250415.9N 1213235.8E	28 FT	與10跑道儀器降落系統滑降臺同址。 Co-located with RWY 10 ILS GP
LDA 28	ITLU	108.10 MHZ	H24	250405.0N 1213356.5E		LDA偏架7° LDA course offset from RWY center line by 7°.
DME 28	ITLU	(CH18X)	H24	250403.5N 1213354.7E	45 FT	
NDB (04° W)	AP	250.00 KHZ	H24	251032.5N 1213120.5E		
VOR/DME (04° W)	APU	112.50 MHZ (CH72X)	H24	251036.7N 1213120.1E	3594 FT	VOR因受地形影響，幅向115-315之間區域，儀表指示可能有暫時擺動之現象。 VOR Signals in the area where the radial 115-315 are affected by terrain. Thus, the VOR navigation

						indicator may swing temporarily.
NDB (04° W)	BM	290.00 KHZ	H24	233541.6N 1193810.2E		
NDB (04° W)	HL	362.00 KHZ	H24	243349.0N 1204349.4E		
VOR/DME (04° W)	HLG	114.00 MHZ (CH87X)	H24	243335.3N 1204337.8E	575 FT	
L	LU	357.00 KHZ	H24	250822.1N 1214803.3E		
VOR/DME (04° W)	MKG	115.20 MHZ (CH99X)	H24	233543.6N 1193814.2E	77 FT	
L	SG	310.00 KHZ	H24	250413.5N 1213146.1E		涵蓋距離7NM。Coverage 7NM
VOR/DME (04° W)	TSI	113.50 MHZ (CH82X)	H24	250403.0N 1213354.7E	54 FT	VOR受地形影響，輻向020-060及輻向100-360等區間15NM以外訊號不能使用。DME受地形影響，輻向340-026及039高度7000FT以下14NM以外訊號不能使用。 Due to terrain, VOR radials 020-060 and 100-360 are unusable when the range beyond 15NM.

						Due to terrain, DME range beyond 14 NM below 7000FT is unusable at radials between 340-026 and 039.

RCSS AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 AIRPORT REGULATIONS

1. Aircraft ground maneuvering restrictions
    a. Aircraft are not permitted to make a "U" turn when they deviate or taxi over the assigned parking bay. In this case, pilots are required to shut down or idle engines and inform tower to send tow tractor.
    b. Using high power on a running engine to start other engines is not permitted on the apron. However in special cases, bleed starts will be permitted after towing to a position parallel to the assigned taxiway, and after approval from flight operation section of airport office and as directed by tower. The above must be conducted in such a manner that other aircraft movements are not affected.
    c. Intersection take-off from TWY CC to the active runway are prohibited.
    d. Intersection take-off: civil propeller aircraft may request or ATC may initiate intersection take-off from E1, EH or WH taxiway.
    e. For taxiing to the runway in use it is advisable to push aircraft at an angle of about 45 degree while they are pushed back.
    f. EMAS (Engineering Material Arresting System) is sufficient to stop aircraft type AIRBUS A333 exiting a runway at 70 knots or less. However, according to 'Procedure of Songshan Airport Removal Operations For Damaged Aircraft' , airlines should pay all the related charges for using and restoring EMAS.
    g. Because of the configuration of the runway and taxiways, there are 2 locations where civil aircraft often miss and then taxi on to military apron while ATC assign the taxiing route. These locations are listed below as Hot Spots, where heightened attention by pilots is necessary:
        i. Civil aircraft vacating RWY via TWY E1 shall turn right 135° onto TWY E (Aircraft with wingspan greater than or equal to 36M may use a judgmental oversteer technique and taxiing speed shall not be higher than 10KT during the turn).
        Do not taxi straight ahead onto TWY A and MIL 1 apron.
        ii. Civil aircraft vacating RWY via TWY EH shall pay attention to the taxiing route. Do not taxi straight ahead onto TWY D and MIL 1 apron.
2. Local flying restrictions
    a. Curfew period: 1500-2200 UTC daily. Except for emergency, take-off or landings of civil aircraft are prohibited.
    b. The runway-in-use will not necessarily be aligned with the wind when wind velocity is 10 knots or less. Aircraft unable to comply with this restriction shall so advise ATC.
    c. Right traffic for RWY 10.
    d. Except emergency, aircraft are prohibited from operating into stopway of RWY 10.
    e. Unless otherwise approved, aircraft are prohibited from operating in restricted area RCR16. See ENR 5.1.
    f. Songshan airport is designated as a special airport due to terrain and obstacles. To ensure flight safety, the minimum climb gradient of each departure published in AIP shall be strictly adhered when taking off from this airport.
    g. Visual approach, special VFR and traffic pattern operations are prohibited for fix-wings aircraft.

h. When airport weather conditions below VMC with a ceiling not less than 900FT and a ground visibility not less than 1500M, an aircraft may request to operate as a special VFR flight in Songshan Class C Airspace with ATC unit approval.

3. IFR Take-off Weather Minimum

引擎數 ENG	RWY 10/28	
	REDL & RCL MARKING	NIL (DAY ONLY)
1	Visibility/ RVR 500M	Visibility 1600M
2		
3		Visibility/ RVR 800M
4		

2.20.2 TAXIING TO AND FROM STAND

1. The Start-up, Push-back and taxiing Maneuver for Civil Aircraft Departing from Taipei/Songshan Airport
   a. Aircraft shall not commence start-up or push-back maneuver unless approved by ATC.
   b. Aircraft are to call " Songshan Delivery" or "Songshan Ground" as appropriate, five minutes before start-up to request start-up and ATC clearance.
      i. Between 2300 and 0900 UTC: Songshan Delivery on 121.2MHZ or Songshan Ground on 121.9MHZ.
      ii. During other time: Songshan Ground on 121.9MHZ.
      Aircraft shall state their call sign, parking position and flight plan related information to request for start-up clearance.
   c. When situations require the departing aircraft to hold for five minutes or more, ATC will advise them of the start-up time or expected start-up time.
   d. To facilitate ATC planning on aerodrome operations, aircraft shall be ready to push-back or taxi within five minutes after receiving start-up clearance. Otherwise aircraft shall advise ATC and repeat the previous procedures.
   e. To facilitate taxi operation, aircraft upon receiving push-back and taxi clearance, shall operate accordingly without delay. Otherwise, ATC may rearrange the departure sequence.

2.20.3 LOW VISIBILITY PROCEDURES AT TAIPEI/SONGSHAN (FOR PILOTS' ATTENTION)

1. Pilots are expected to note the followings when taxiing during low visibility:
   a. Pilots and aircraft operators shall constantly be aware that during low visibility conditions the movement of aircraft and vehicles on airport may not be visible to the tower controller. This may prevent visual confirmation of an aircraft's adherence to taxiing instructions. Pilots should, therefore, exercise extreme vigilance and proceed cautiously under such conditions.
   b. When visual difficulties are encountered, or at the first indication of becoming disoriented, pilots should immediately inform the controller.
2. The weather criteria for the Low Visibility Procedure: RVR is at or below 800M
   a. Stage-one Low Visibility Procedures: RVR is at or below 800M
      i. ATIS broadcasts " Low Visibility Procedure in effect."
      ii. Airport FOS shall notify related Airlines and ground service unit (FOLLOW ME).
      iii. Tower shall, in accordance with Air Traffic Management Procedure, issue progressive taxiing instructions to aircraft when necessary or request the pilot to taxi by standard taxiing routes (see attached chart for routes and compulsory reporting positions).
      iv. Aircraft taxiing guidance FOLLOW ME is at pilot's request.
      v. While guided by the FOLLOW ME, if any doubt arises, pilot shall stop taxiing and contact tower immediately and report the situations.
   b. Stage-two Low Visibility Procedures: RVR is below 550M
      i. Procedures are in effect as Stage-one Low Visibility Procedures.
      ii. Only one aircraft is allowed to operate on maneuvering area.

Standard Route for Taxiing during Low Visibility (RWY 10 DEP/ARR)

Standard Route for Taxiing during Low Visibility (RWY 28 DEP/ARR)

RCSS AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1 GENERAL

1. From 1500 to 2200 UTC daily, no take off or landings of civil aircraft are permitted, except emergency landing. Ground engine test or running is also prohibited.
2. Aircraft departing from RWY 10 shall not commence right turn until passing RWY end.

2.21.2 INSTRUMENT DEPARTURE

Between hours of 1500 and 2200 UTC, noise abatement departure procedure will be implemented. All jet aircraft will be assigned the following SIDs:

1. RWY 10 departures:
   Use SITZE departure; or SONGSHAN RADAR departure, and expect vector to join assigned airway.
2. RWY 28 departures:
   Use SONGSHAN RADAR departure, and expect vector to join assigned airway.

2.21.3 VFR DEPARTURE AND ARRIVAL

Between hours of 2200 and 1000 UTC for training helicopters and between hours of 1000 and 2200 UTC for helicopters other than EMS and SAR operations, noise abatement procedure will be implemented as follows:

1. Departures
   Climb on departure heading to 800FT then turn for destination.
2. Arrival
   Arrive via VFR helicopter route H2 to join final leg until landing.

2.21.4 OTHERS

Aircraft operating in the vicinity of Taipei/Songshan Airport shall abide by the operating procedures for noise abatement as specified by the operator. Pilots shall avoid flying over the restricted area of RCR48, and avoid the congested area to the extent possible.

RCSS AD 2.22 FLIGHT PROCEDURES

2.22.1 HOLDING FIX COORDINATES OF CONVENTIONAL ARRIVAL/APPROACH PROCEDURES(NON-RNAV PROCEDURES)

等待點 Holding Fix	經緯度 Coordinates	等待點 Holding Fix	經緯度 Coordinates
BESOM	250543.00N 1215134.00E	LU L	250822.10N 1214803.30E
DUPAR	251335.13N 1215201.57E	PINSI	250233.10N 1215018.19E
FUSIN	245141.39N 1212937.35E	PUTIN	244709.00N 1205949.00E
JONHO	245453.84N 1211826.18E	SASHA	245522.69N 1212445.07E
JUNTO	250550.78N 1215211.59E	YILAN	244426.00N 1214731.00E
KUDOS	250753.00N 1215928.00E	ZONLI	245738.30N 1211223.68E

Note: other information refer to ENR 1.5.6 and related charts.

2.22.2 LEVEL ASSIGNMENT FOR DEPARTURE TRAFFIC

All traffic departing from Taipei/Songshan Airport shall anticipate an initial level / 5000FT / assignment, and further be assigned to a proper level by Taipei Approach and Taipei Area Control Center.

RCSS AD 2.23 ADDITIONAL INFORMATION

2.23.1 BIRD CONCENTRATIONS IN THE VICINITY OF THE AIRPORT

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
麻雀、大卷尾、家八哥、白尾八哥 Eurasian Tree Sparrow, Black Drongo, Common Myna, Javan Myna	全年 Whole year	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND–60FT	體重約21至155g，小型及中型鳥種。 Around 21–155g weight, small to medium sized species.
紅鳩、斑頸鳩 Red Turtle Dove, Spotted Dove	全年 Whole year	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND–60FT	體重約106至154g，中型鳥種。 Around 106–154g weight, medium sized species.
小白鷺 Little Egret	全年 Whole year	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND–60FT	體重約322g，中型鳥種。下雨後草坪積水，常出現覓食。 About 322g weight, medium sized species. Usually forage around the ponds of the lawns after the rain.
喜鵲 Eurasian Magpie	全年 Whole year	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND–60FT	體重約192g，中型鳥種。 Around 192g weight, medium sized species.
鴿子 Pigeon	全年 Whole year	跑道、滑行道、28跑道頭東南方約700M處 RWY, TWYs, 700 M from south–east of THR 28	60–150FT	體重約315g，中型鳥種。 Around 315g weight, medium sized species.
黃頭鷺 Cattle Egret	全年，3月至10月份出現數量較多 Whole year, mainly appear from MAR to OCT	由機場北面基隆河飛進跑道兩側草坪 Fly from Keelung River (north of airport) to grass beside RWY	GND–120FT	體重約370g，中型鳥種。割草作業會吸引黃頭鷺大量聚集覓食。 Around 370g weight, medium sized species. Mowing activities attract flocks forage together.
紅隼 Eurasian Kestrel	每年9月至翌年4月份 From SEP to next APR	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND–120FT	體重約198g，中型鳥種。 Around 198g weight, medium sized species.
小環頸鴴 Little Ringed Plover	每年8月至12月份 From AUG to DEC	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND–60FT	體重約35g，小型鳥種。 Around 35g weight, small sized species.
白頭翁 Light–vented Bulbul	每年4月至9月份 From APR to SEP	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND–60FT	體重約38g，小型鳥種。 Around 38g weight, small sized species.
家燕 Barn Swallow	全年，3月至9月份出現數量較多。 Whole year, mainly appear from MAR to SEP	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND–60FT	體重約15g，小型鳥種。 Around 15g weight, small sized species.
黃鶺鴒 Yellow Wagtail	每年9月至12月份 From SEP to DEC	跑道及滑行道兩側草坪 Grass beside RWY and TWYs	GND–60FT	體重約21g，小型鳥種。 Around 21g weight, small sized species.
鸕鷀 Great Cormorant	每年10月至翌年4月份，0500–1600，活	基隆河水域、機場上空	GND–1650FT	體重約1810~2810g，大型鳥種。 Around 1810–2810g weight,

鳥種 Bird Type	活動季節與時間 Activity Time	活動區域 Activity Area	飛行高度 Flight Height	特性 Characteristics
	動高峰0500–0600及1430–1600。 From OCT to APR, 0500–1600, highly active at 0500–0600 and 1430–1600	Keelung River or above the airport		large sized species.

Note: The above mentioned activity times are given in local time (UTC+8) and flight height is visual estimation of bird activities.

RCSS AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart

Appropriate TWY Center Line Points

Aerodrome Obstacle Chart Type A

BITAN ONE KILO DEPARTURE (BT1K), BITAN ONE MIKE DEPARTURE (BT1M), BITAN ONE PAPA DEPARTURE (BT1P), BITAN ONE ROMEO DEPARTURE (BT1R)

KEELUNG ONE KILO DEPARTURE (KE1K), KEELUNG ONE MIKE DEPARTURE (KE1M), KEELUNG ONE ROMEO DEPARTURE (KE1R)

MUKKA TWO HOTEL DEPARTURE (MK2H), MUKKA TWO MIKE DEPARTURE (MK2M), MUKKA TWO QUEBEC DEPARTURE (MK2Q), MUKKA TWO ROMEO DEPARTURE (MK2R), MUKKA TWO TANGO DEPARTURE (MK2T)

PEITO TWO ALFA DEPARTURE (PE2A), PEITO TWO MIKE DEPARTURE (PE2M), PEITO TWO TANGO DEPARTURE (PE2T)

SITZE TWO ALFA DEPARTURE (ST2A), SITZE TWO MIKE DEPARTURE (ST2M), SITZE TWO QUEBEC DEPARTURE (ST2Q), SITZE TWO ROMEO DEPARTURE (ST2R), SITZE TWO TANGO DEPARTURE (ST2T), SITZE TWO WHISKEY DEPARTURE (ST2W)

SULIN 3H(RWY28) DEPARTURE, SULIN 3M(RWY28) DEPARTURE

SONGSHAN ONE RADAR DEPARTURE (SS1)

VIVID ONE ALFA RNAV DEPARTURE (VV1A), VIVID ONE BRAVO RNAV DEPARTURE (VV1B)

Aeronautical Data of VV1A and VV1B

YILAN 1A RNAV(RWY10) DEPARTURE, YILAN 1B RNAV(RWY28) DEPARTURE

Aeronautical Data of YILAN 1A/1B

ANBU ONE ZULU ARRIVAL (AU1Z), YILAN ONE ZULU ARRIVAL (IL1Z)

ANNNA ONE BROVO ARRIVAL (AA1B), ANBU ONE BRAVO ARRIVAL (AU1B), BAKER ONE BRAVO ARRIVAL (BA1B), CAROL ONE BRAVO ARRIVAL (CA1B), YILAN ONE BRAVO ARRIVAL (IL1B), KUDOS ONE BRAVO ARRIVAL (KD1B)

ATOLL ONE SIERRA ARRIVAL (AO1S), ANBU ONE SIERRA ARRIVAL (AU1S), KUDOS ONE SIERRA ARRIVAL (KD1S)

HOULONG ONE BRAVO ARRIVAL (HL1B), HOULONG ONE JULIET ARRIVAL (HL1J), HOULONG ONE ZULU ARRIVAL (HL1Z)

ILS RWY10

LDA RWY28

LOC RWY10

VOR RWY10

VOR RWY28

RNP RWY10

Aeronautical Data of RNP RWY10

RNP RWY28

Aeronautical Data of RNP RWY28

ATC Surveillance Minimum Altitude Chart